BookletChart™

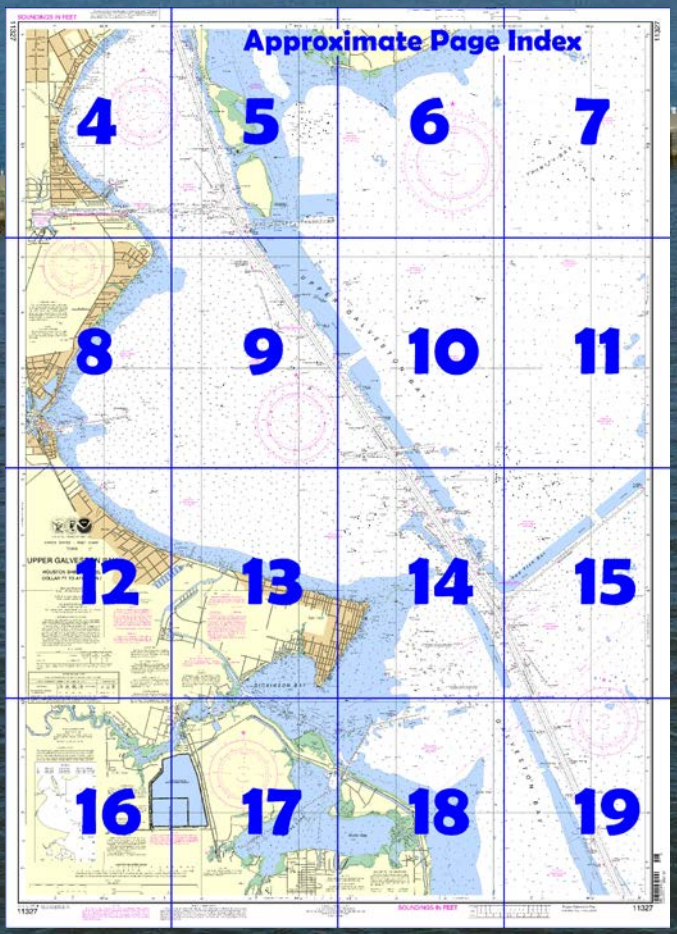
Upper Galveston Bay – Houston Ship Channel

NOAA Chart 11327

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

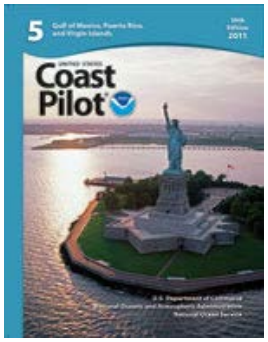
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11327



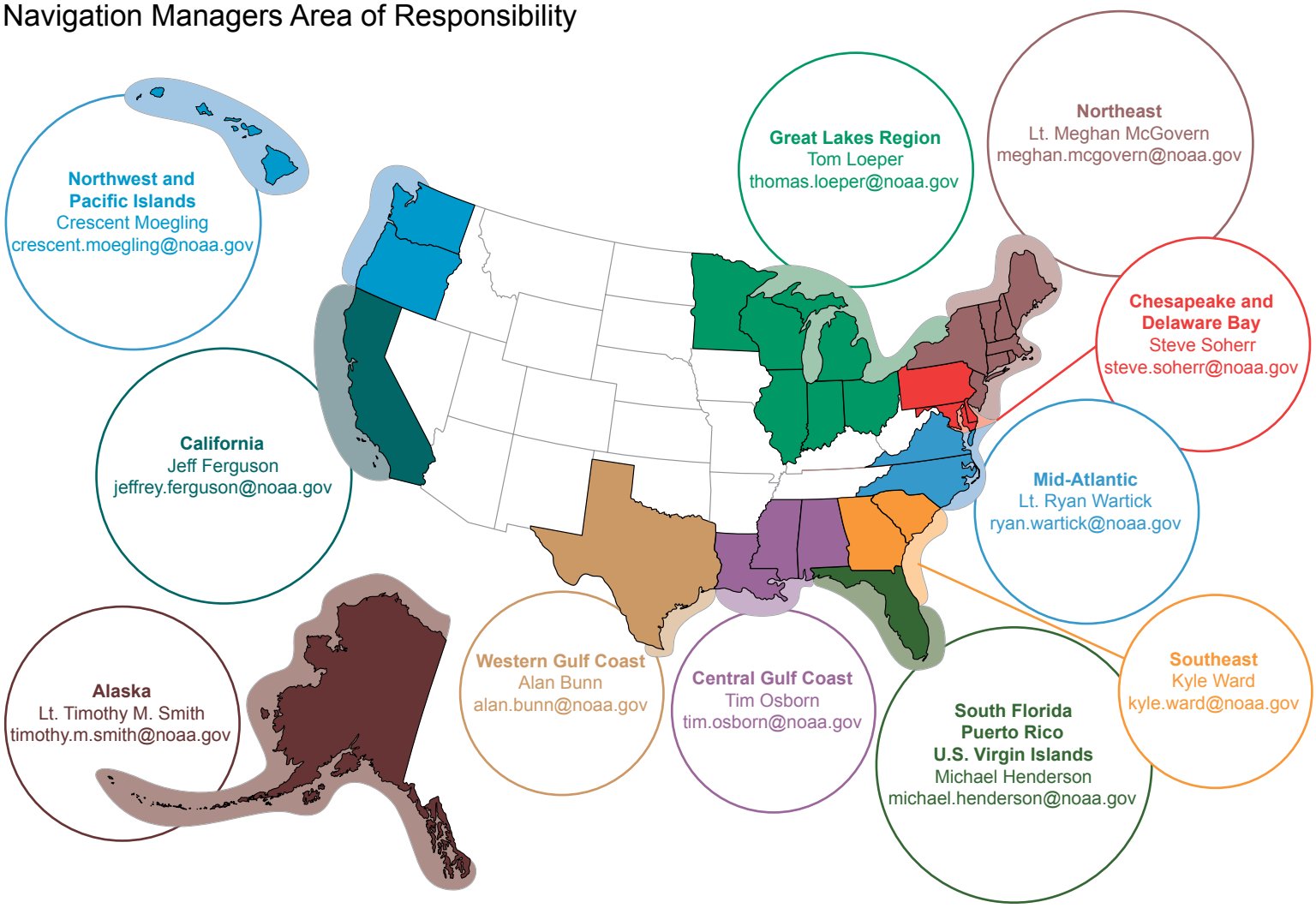
[Selected Excerpts from Coast Pilot]
Galveston Bay is a large, irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet. About midway of its length it is nearly divided into parts by **Red Fish Bar**, a chain of small islets and shoals, through which the Houston Ship Channel has been dredged. N of Red Fish Bar the bay is known as the Upper Bay and S as the Lower Bay. The NE end of the upper bay is Trinity Bay.

Galveston Entrance, the approach to Galveston Bay, lies between two converging stone-rubble jetties about 4 miles long and 1.3 miles apart at the outer ends. From deep water in the Gulf, the N jetty extends to Bolivar Peninsula and the S jetty extends to the N end of Galveston Island. Mariners should be alert to the possibility of strong cross-currents in the Galveston Bay Entrance Channel; caution is advised.
Vessel Traffic Service Houston–Galveston became mandatory 13 October 1994.
Detailed information on VTS Houston/ Galveston's operating requirements, designated frequencies, precautionary areas, and mandatory reporting points can be found in **CFR Chapter 2 Part 161 Vessel Traffic Management, tables 161.12, 161.35(b), and 161.35(c)**.
Mariners should obtain the latest edition of the U.S. Coast Guard's Houston/Galveston Vessel Traffic Service User's Manual, available from the Commanding Officer, U.S. Coast Guard Vessel Traffic Houston/ Galveston, 9640 Clinton Drive, Houston, TX 77029. Website: www.uscg.mil/VTSHouston
Anchorages.–Vessels may anchor off the bar in the Galveston Entrance Anchorages just inshore of the intersection of the Galveston Safety Fairway with the Coastwise Fairway. (See **166.100 through 166.200**, chapter 2, for limits and regulations.)
Small craft anchoring in the designated areas should find the shoaler water so as to leave the deeper areas clear for larger vessels.
Dangers.–A considerable number of unmarked dangerous wrecks exist in the approaches to Galveston Bay Entrance. A spoil bank is S of the Outer Bar Channel, and an extensive shoal area is S of the channel between the jetties. Heald Bank and the offshore oil well structures are the principal hazards.
Vessels navigating in the Houston Ship Channel from Bolivar Roads to Morgans Point are cautioned about the heavy breakers which result from the bow wakes of tankers and other large merchant vessels in the channel.
Dangers.–Texas City Channel–A sunken wreck covered 10 feet is off the entrance to North Slip.
The channel from Galveston Bay to Clear Lake is reported to be highly congested with light commercial and pleasure-craft traffic, especially on weekends; a **speed limit** of 5 miles per hour is posted.
The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.
Moses Lake, a shallow lagoon S of Dickinson Bay, is used as a harbor of refuge by many small craft during hurricane warnings. There are several marinas, small-craft launching ramps, and fish camps on a slip on the S side of the entrance to **Dollar Bay.** Gasoline, diesel fuel, ice, and provisions are available.
N of Bolivar Peninsula, spoil banks on both sides of the channel extend N to **Red Fish Bar**. About 1.5 miles below Red Fish Bar, a narrow channel marked at the entrance by Daybeacon 1, exits Houston Ship Channel to the W, leading to Dickinson Bayou. Along the NE side of Houston Ship Channel N of Red Fish Bar, several openings through the spoil bank permit passage into the NE portions of Galveston Bay.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

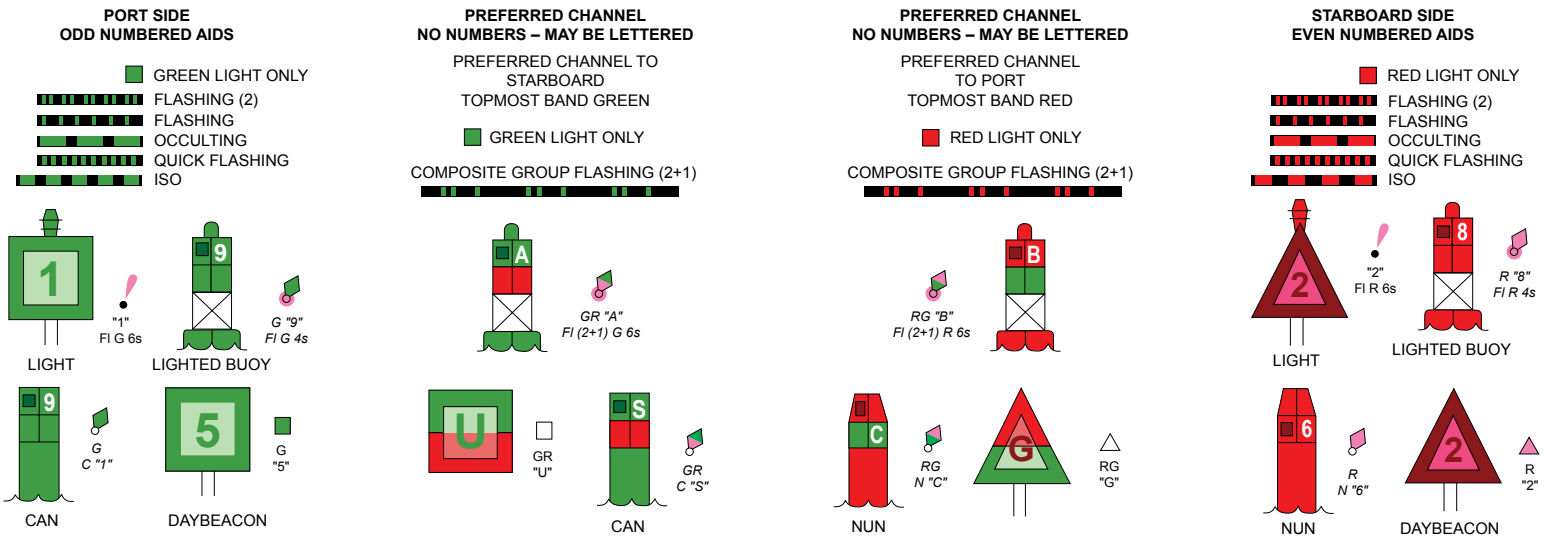


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

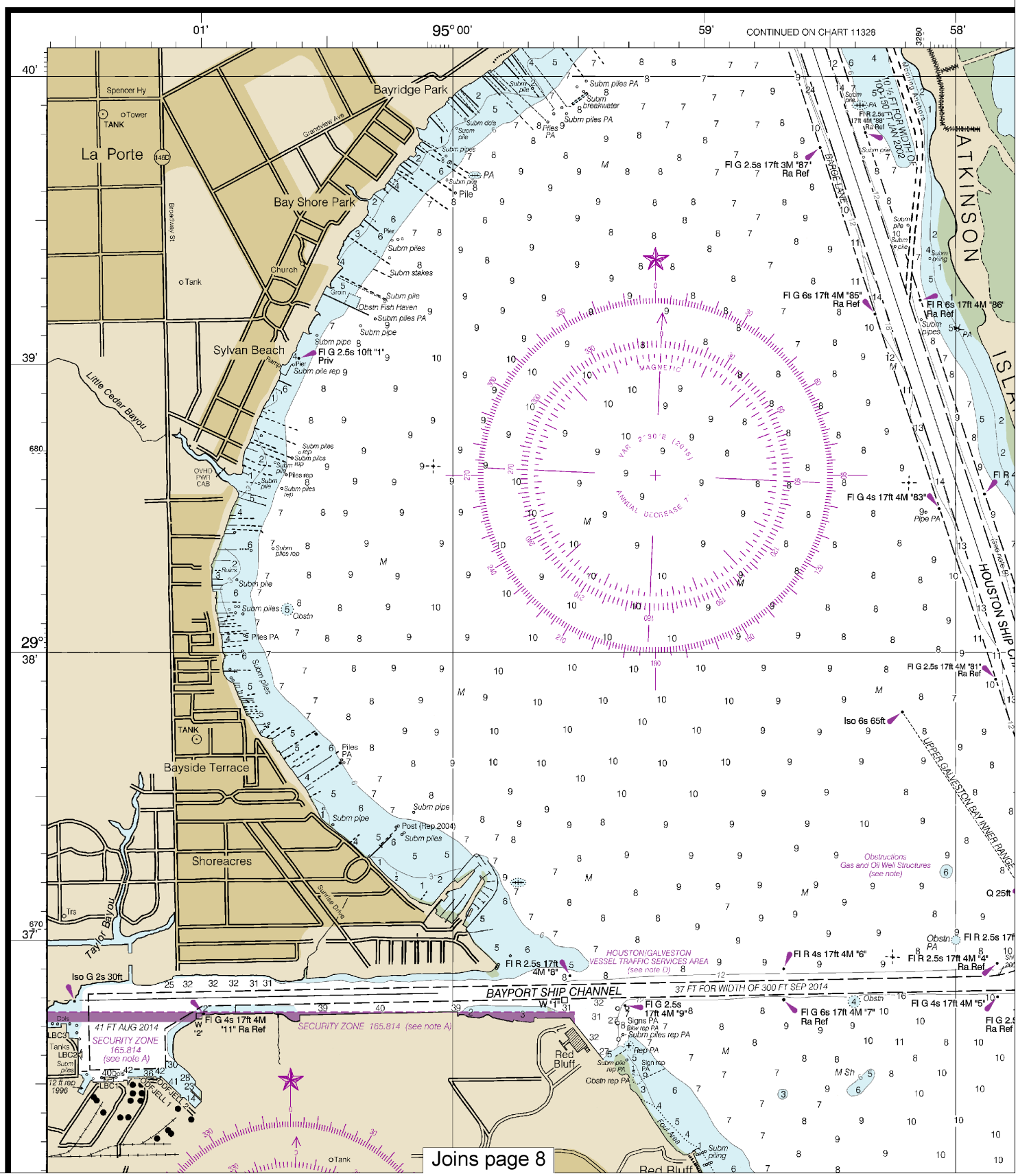
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



4

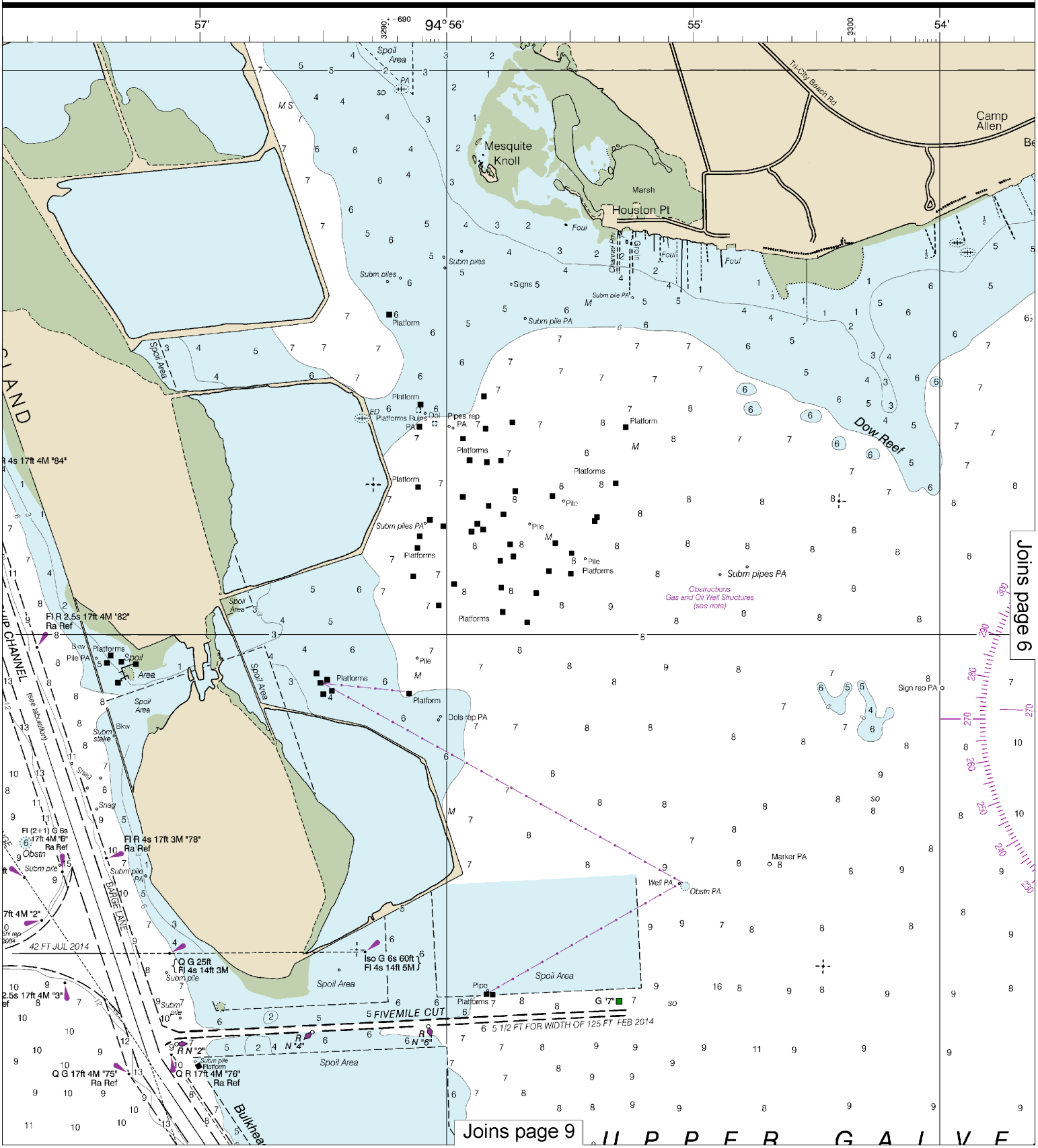
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

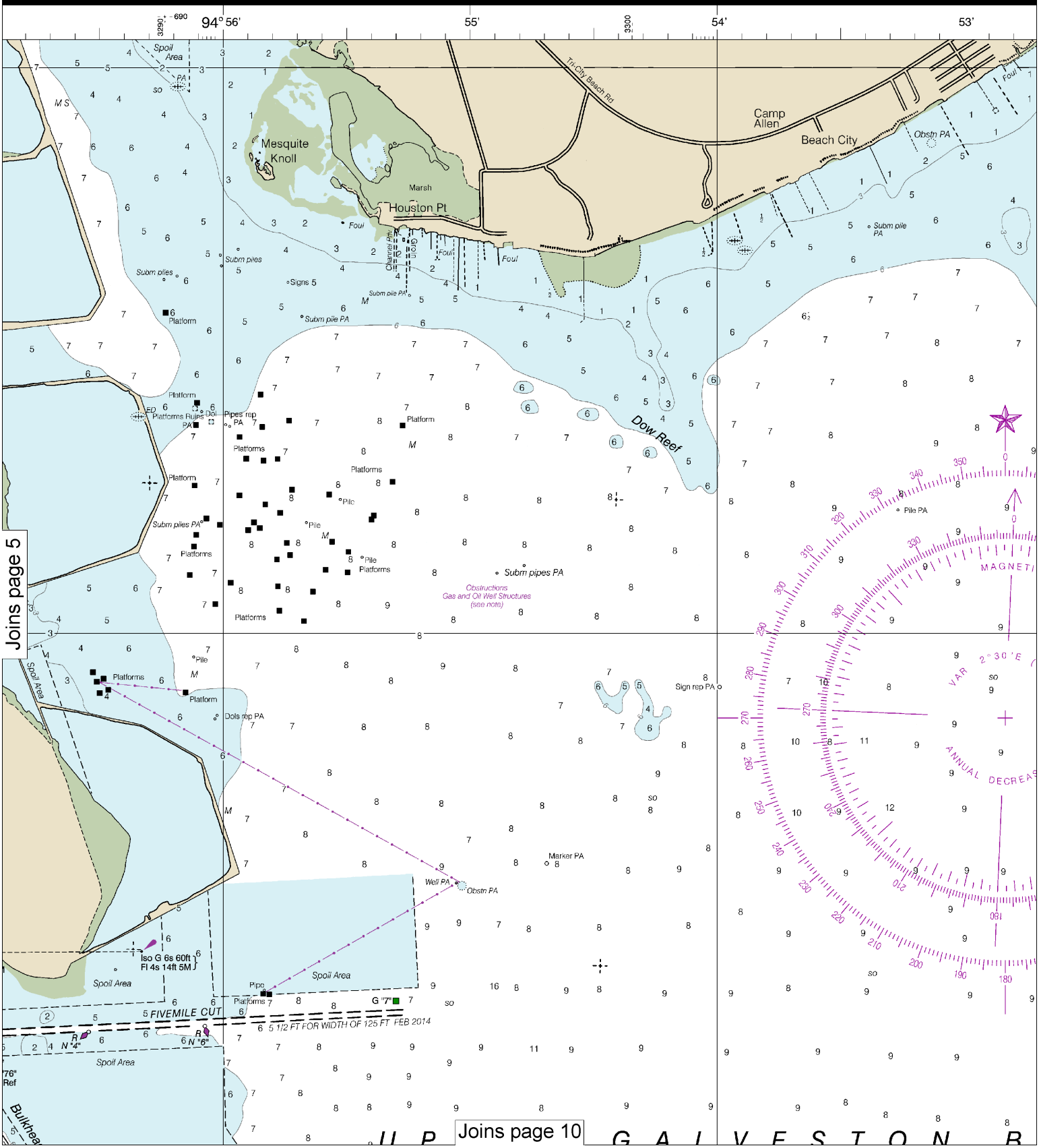
Yards
1000 0 1000 2000

Formerly C&GS 519, 1st Ed., Jan 1966 KAPP 88



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 519, 1st Ed., Jan 1966 KAPP 88



Joins page 5

Joins page 10

U P G A L V E S T O N B

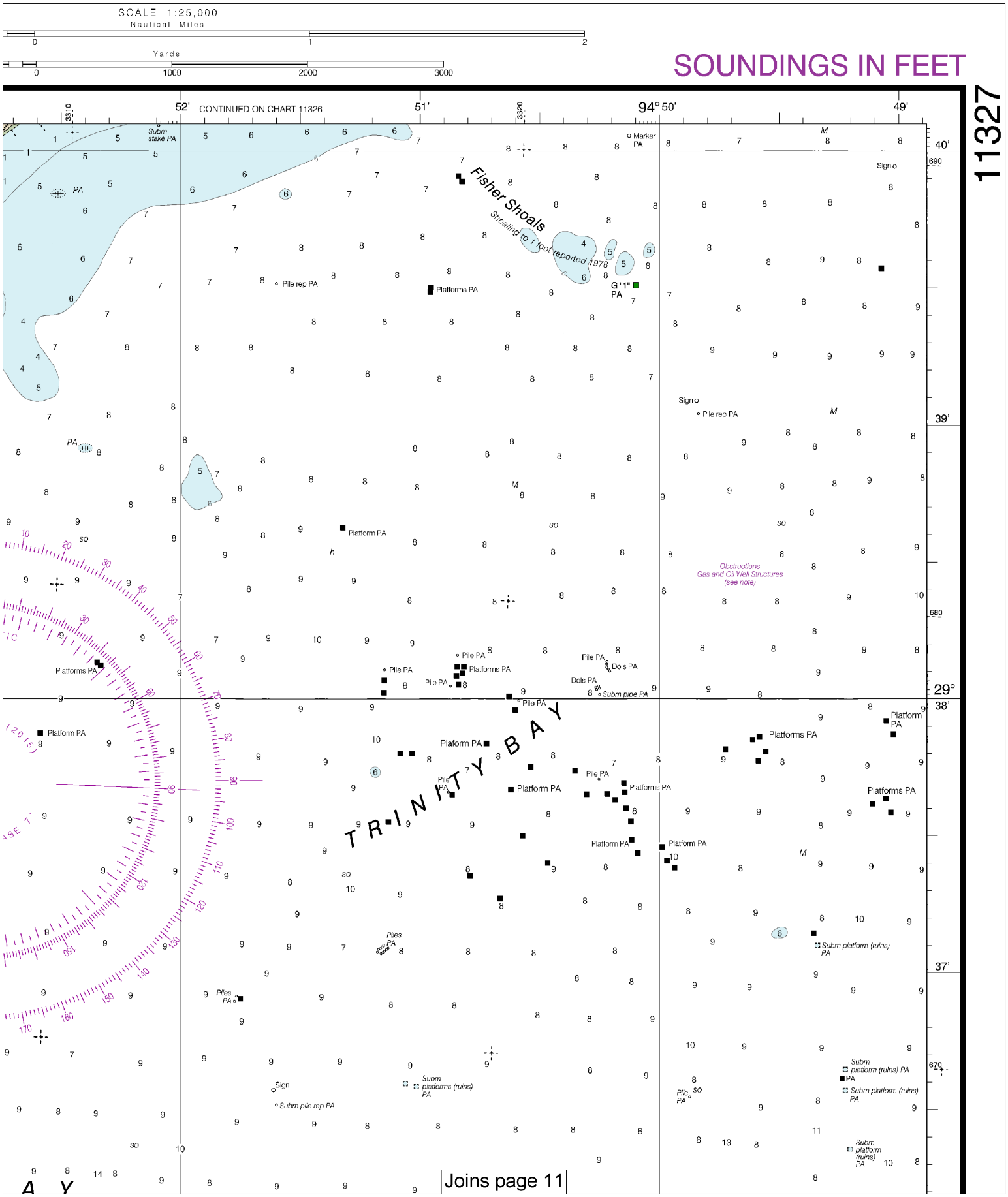
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

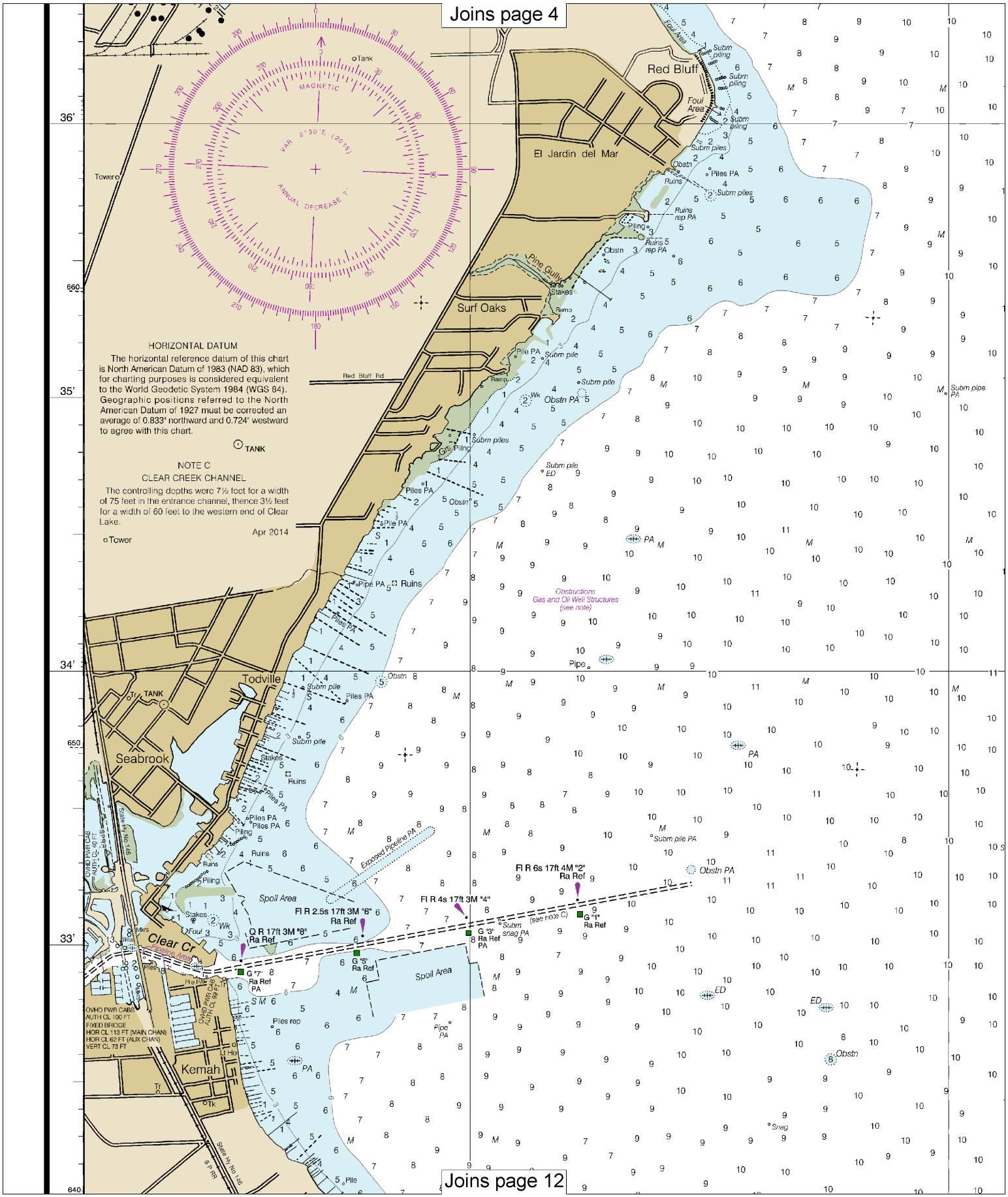
Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000



Last Correction: 11/22/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4416 (10/29/2016)

nauticalcharts.noaa.gov.



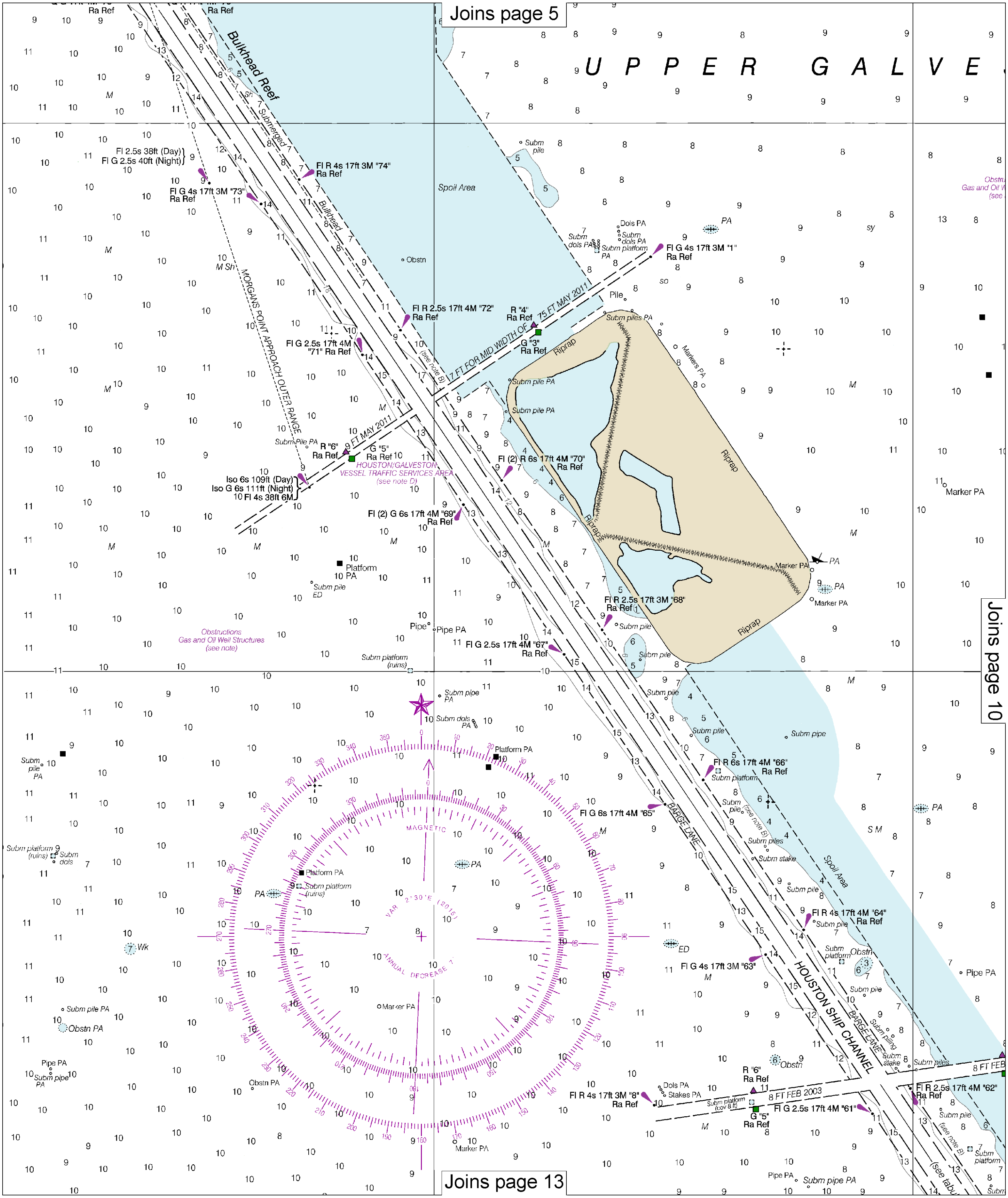
8

Note: Chart grid lines are aligned with true north.

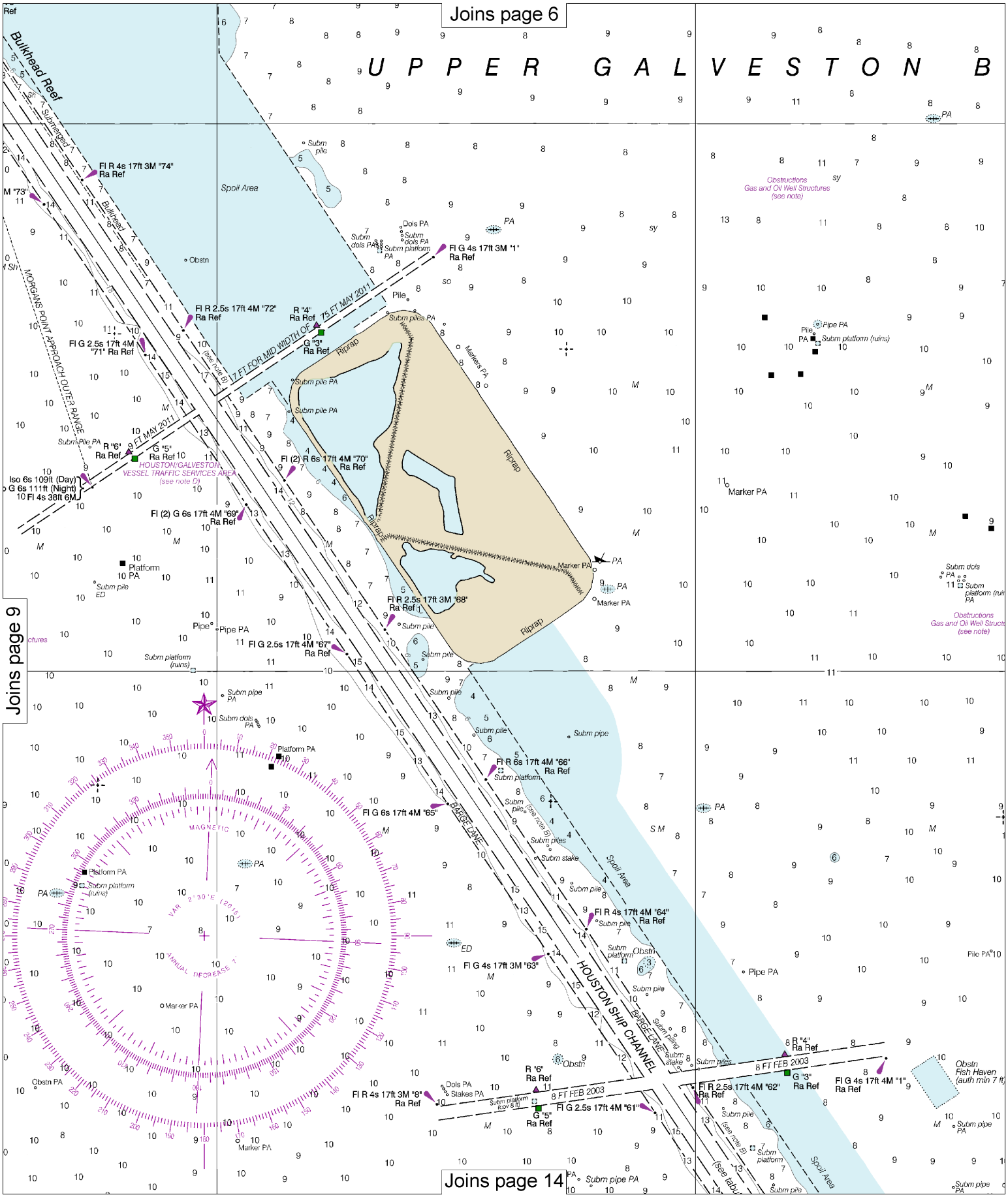
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



Joins page 5
UPPER GALVE
Bulkhead Reef
Submerged
Bulkhead
Spoil Area
MORGANS POINT APPROACH OUTER RANGE
Fl 2.5s 38ft (Day)
Fl G 2.5s 40ft (Night)
Fl R 4s 17ft 3M "74"
Ra Ref
Fl G 4s 17ft 3M "73"
Ra Ref
Fl G 4s 17ft 3M "1"
Ra Ref
Fl R 2.5s 17ft 4M "72"
Ra Ref
R "4"
Ra Ref
G "3"
Ra Ref
17 FT FOR MID WIDTH OF 75 FT MAY 2011
Fl G 2.5s 17ft 4M "71" Ra Ref
9 FT MAY 2011
R "6"
Ra Ref
G "5"
Ra Ref
HOUSTON/GALVESTON VESSEL TRAFFIC SERVICES AREA
(see note D)
Iso 6s 109ft (Day)
Iso G 6s 111ft (Night)
Fl 4s 38ft 6M
Fl (2) R 6s 17ft 4M "70"
Ra Ref
Fl (2) G 6s 17ft 4M "69"
Ra Ref
Riprap
Marker PA
Fl R 2.5s 17ft 3M "68"
Ra Ref
Fl G 2.5s 17ft 4M "67"
Ra Ref
Platform PA
Obstructions
Gas and Oil Well Structures
(see note)
Subm platform (ruins)
Pipe PA
Subm pipe PA
Fl R 6s 17ft 4M "66"
Ra Ref
Fl G 6s 17ft 4M "65"
BARGE LANE
MAGNETIC
VAR 2°30'E (2015)
ANNUAL DECREASE 7'
Spoil Area
Fl R 4s 17ft 4M "64"
Ra Ref
Fl G 4s 17ft 3M "63"
HOUSTON SHIP CHANNEL
8 FT FEB 2003
R "6"
Ra Ref
Fl R 4s 17ft 3M "8"
Ra Ref
G "5"
Ra Ref
Fl G 2.5s 17ft 4M "61"
Fl R 2.5s 17ft 4M "62"
Ra Ref
Dols PA
Stakes PA
Joins page 10
Joins page 13



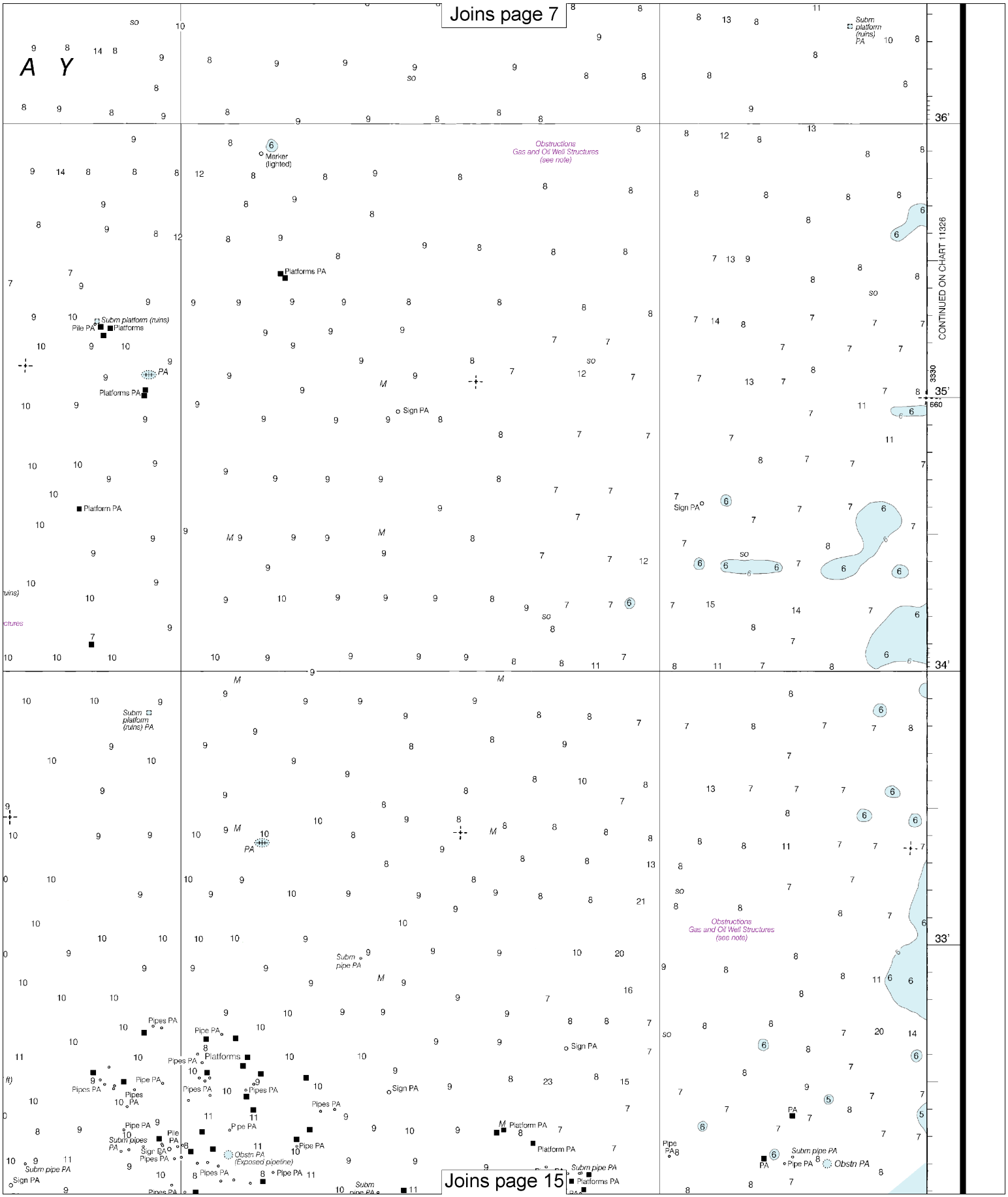
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 7
A Y
Subm platform (ruins) PA
Marker (lighted)
Obstructions Gas and Oil Well Structures (see note)
Platforms PA
Subm platform (ruins)
Pile PA
Platforms
PA
Platforms PA
Sign PA
Platform PA
Sign PA
CONTINUED ON CHART 11326
3330
660
36'
35'
34'
33'
Subm platform (ruins) PA
Subm pipe PA
Pipes PA
Pipe PA
Platforms
Sign PA
Obstn PA (Exposed pipeline)
Platform PA
Subm pipe PA
Platforms PA
Obstn PA
Joins page 15

Joins page 8

CONTINUED ON CHART 11326

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

UPPER GALVESTON BAY

HOUSTON SHIP CHANNEL
DOLLAR PT TO ATKINSON I

Mercator Projection
Scale 1:25,000 at Lat. 29°28'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.
For Symbols and Abbreviations see Chart No. 1

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Eagle Point	(29°29'N/94°55'W)	1.1	1.[illegible]	0.1

Dashes (- - -) locatec in datum columns indicate unavailable datum values for a tide stat on. Real-time water levels, tide pred ctions, and tidal curren predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2015)

HOUSTON SHIP CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
BOLIVAR ROADS TO RED FISH LIGHT 1	44.0	46.0	46.0	44.0	12-14	530	12.39	45
RED FISH LIGHT 1 TO BEACON 76 (TURN)	44.0	48.0	48.0	43.0	8-14	530	8.33	45
BCN 76 TO LWR END MORGANS PT CUT	44.0	50.0	49.0	45.0	8-14	530	5.49	45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. REACH LENGTHS ARE APPROXIMATE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMA

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, Louisiana, or at the Office of the District Engineer, Corps of Engineers in Galveston, Texas.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

CAUTION
GAS AND OIL WELL STRUCTURE

Uncharted platforms, gas and oil well s pipes, piles and stakes can exist within of this chart.

NOTE B
CAUTION

Submerged stakes may exist about west of and parallel to the centerlir Houston Ship Channel between Ligh Light 59 and 400 feet east of and p the Houston Ship Channel between and Light 90.

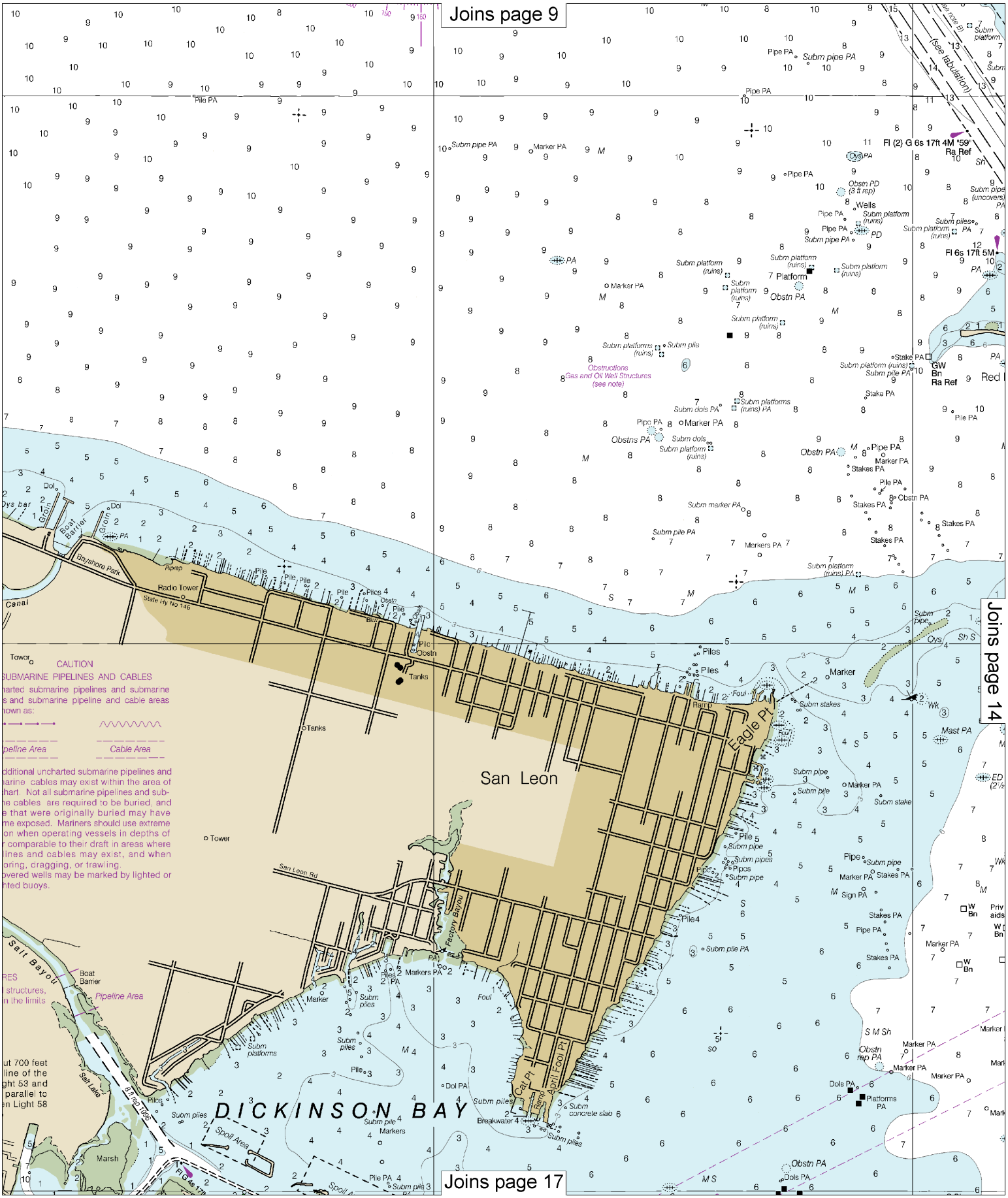
Joins page 16

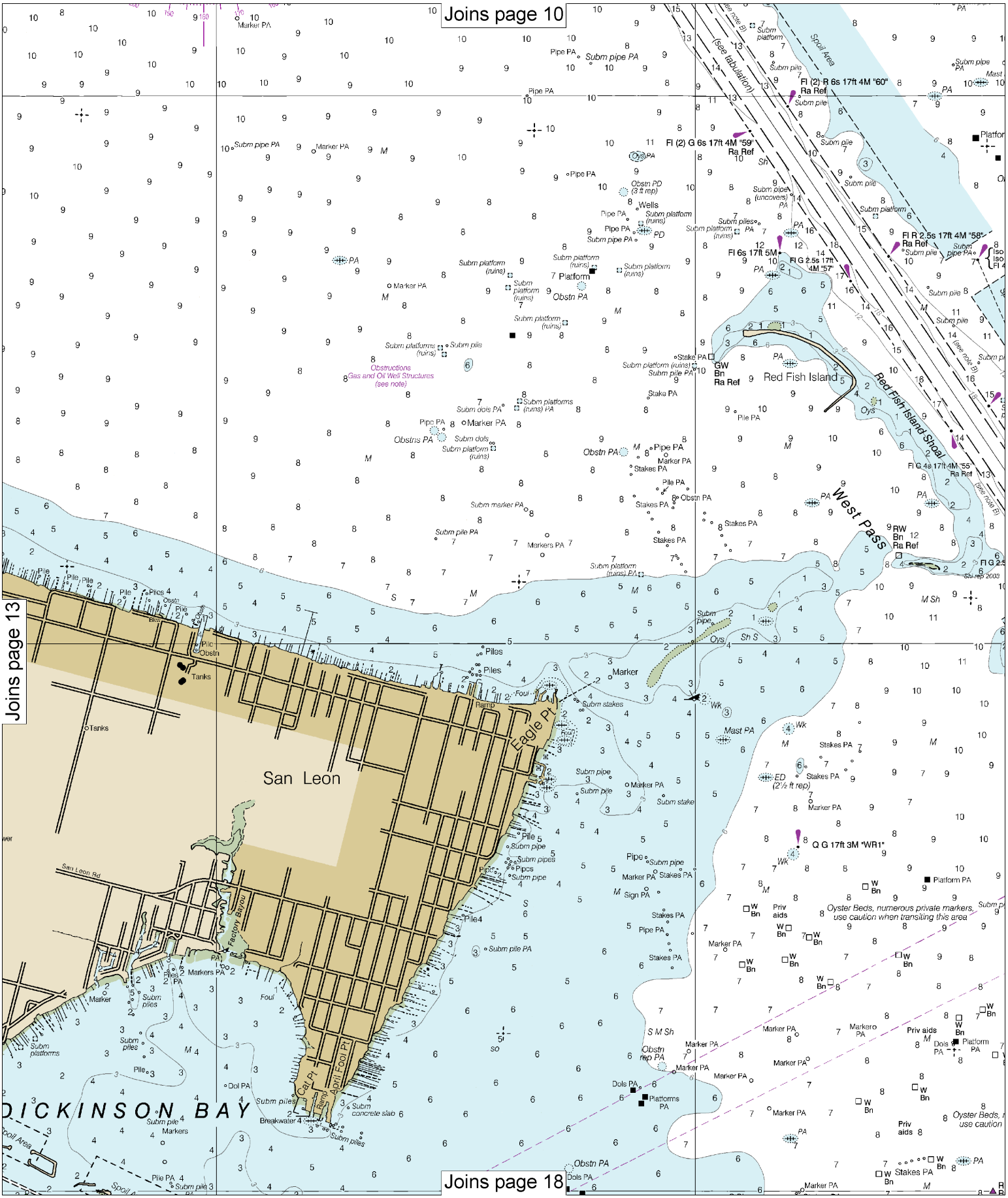
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000

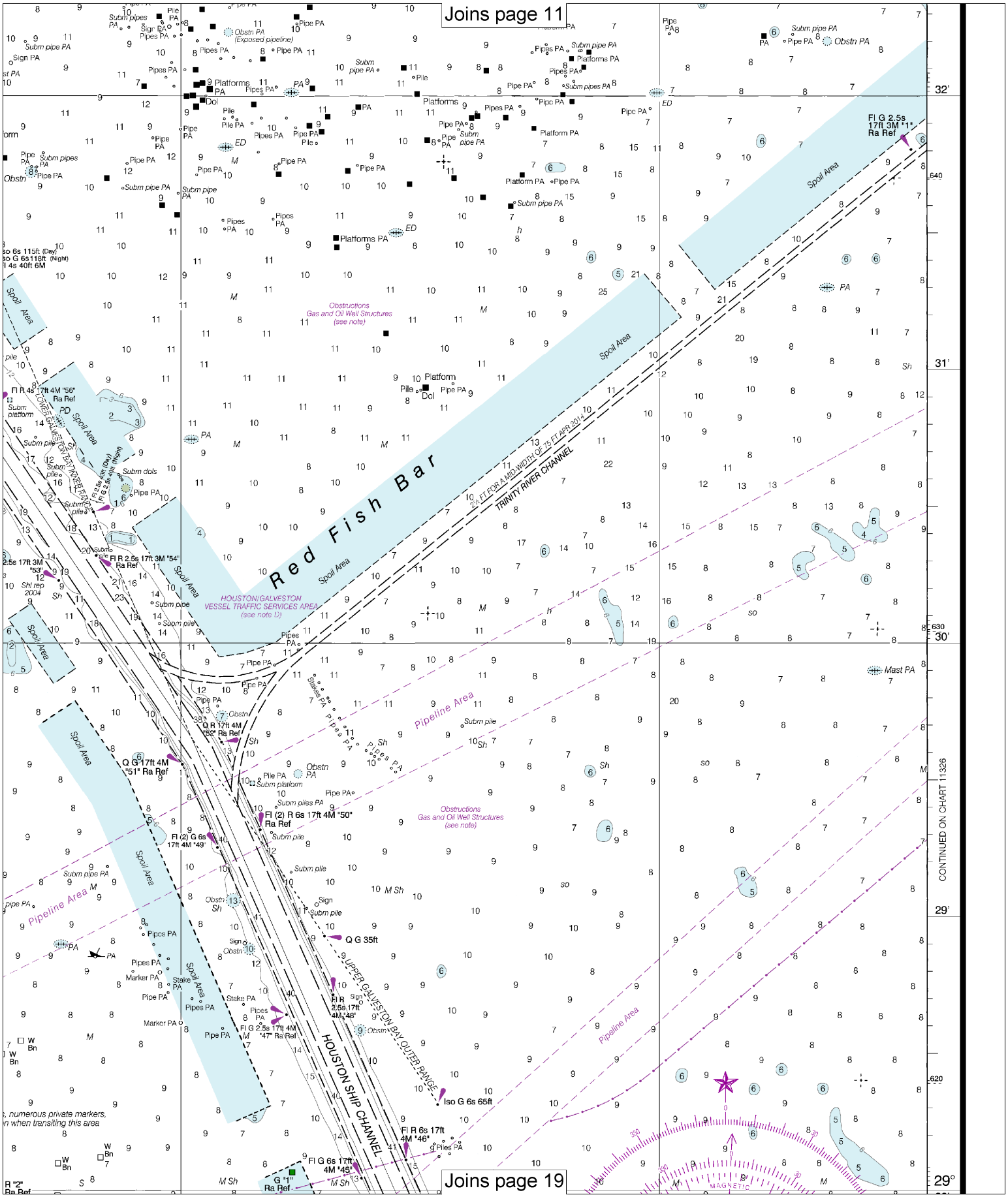

Joins page 9
Joins page 14
Joins page 17
San Leon
DICKINSON BAY
Eagle Pt
Cat Pt
April Fool Pt
Factory Bayou
Salt Bayou
San Leon Rd
Bayshore Park
Boat Barrier
Pipeline Area
Cable Area
Radio Tower
Canal
Marsh
Spoil Area
Tanks
Tower
Ramp
Breakwater
Platform
Wells
Obstructions
Gas and Oil Well Structures
(see note)
CAUTION
SUBMARINE PIPELINES AND CABLES
Fl (2) G 6s 17ft 4M "59"
Ra Ref
Fl 6s 17ft 5M
GW Bn Ra Ref
(See tabulation)



14

Note: Chart grid lines are aligned with true north.

See Note on page 5.


Joins page 11
Red Fish Bar
TRINITY RIVER CHANNEL
24 FT FOR A MID-WIDTH OF 75 FT APR 2014
Spoil Area
Obstructions
Gas and Oil Well Structures
(see note)
HOUSTON/GALVESTON
VESSEL TRAFFIC SERVICES AREA
(see note D)
Pipeline Area
HOUSTON SHIP CHANNEL
UPPER GALVESTON BAY OUTER RANGE
LOWER GALVESTON BAY ENTRANCE RANGE
Fl R 4s 17ft 4M "56" Ra Ref
Fl R 2.5s 17ft 3M "54" Ra Ref
Q R 17ft 4M "52" Ra Ref
Q G 17ft 4M "51" Ra Ref
Fl (2) R 6s 17ft 4M "50" Ra Ref
Fl (2) G 6s 17ft 4M "49"
Fl G 2.5s 17ft 4M "47" Ra Ref
Q G 35ft
Fl R 2.5s 17ft 4M "48"
Iso G 6s 65ft
Fl R 6s 17ft 4M "46"
Fl G 6s 17ft 4M "45"
G "1" Ra Ref
Fl G 2.5s 17ft 3M "1" Ra Ref
Mast PA
CONTINUED ON CHART 11326
Joins page 19
32'
31'
30'
29'
29°
640
630
620
MAGNETIC

RED FISH LIGHT 1 TO BEACON 76 (TURN)	44.0	48.0	48.0	43.0	8-14
BCN 76 TO LWR END MORGANS PT CUT	44.0	50.0	49.0	45.0	8-14

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION. REACH LENGTHS ARE APPROXIMATE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 12

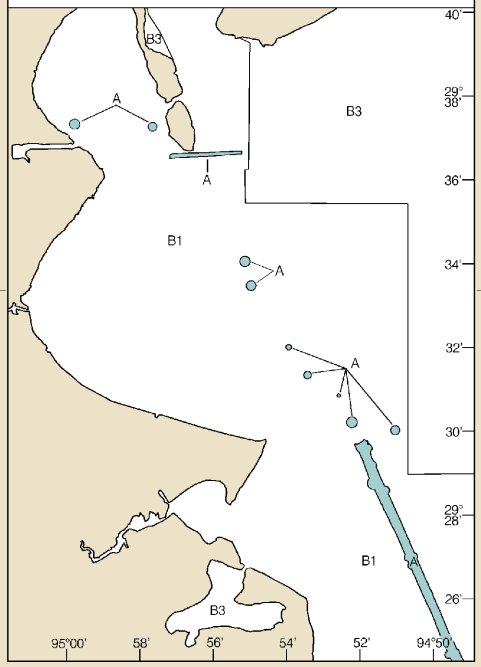
ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

PLANE COORDINATE GRID
(based on NAD 1927)
Texas State Grid. south central zone, is indicated by dashed ticks at 10,000 foot intervals. thus: –+–
The last three digits are omitted.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2013	NOS Surveys	full bottom coverage
B1	1990-1996	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage



RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

NOTE D
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

SCALE 1:25,000
Nautical Miles
1 ½ 0 1 2
Yards
1000 0 1000 2000 3000

29° 28' 27' 26' 25'
01' 95° 00' 59' 58'

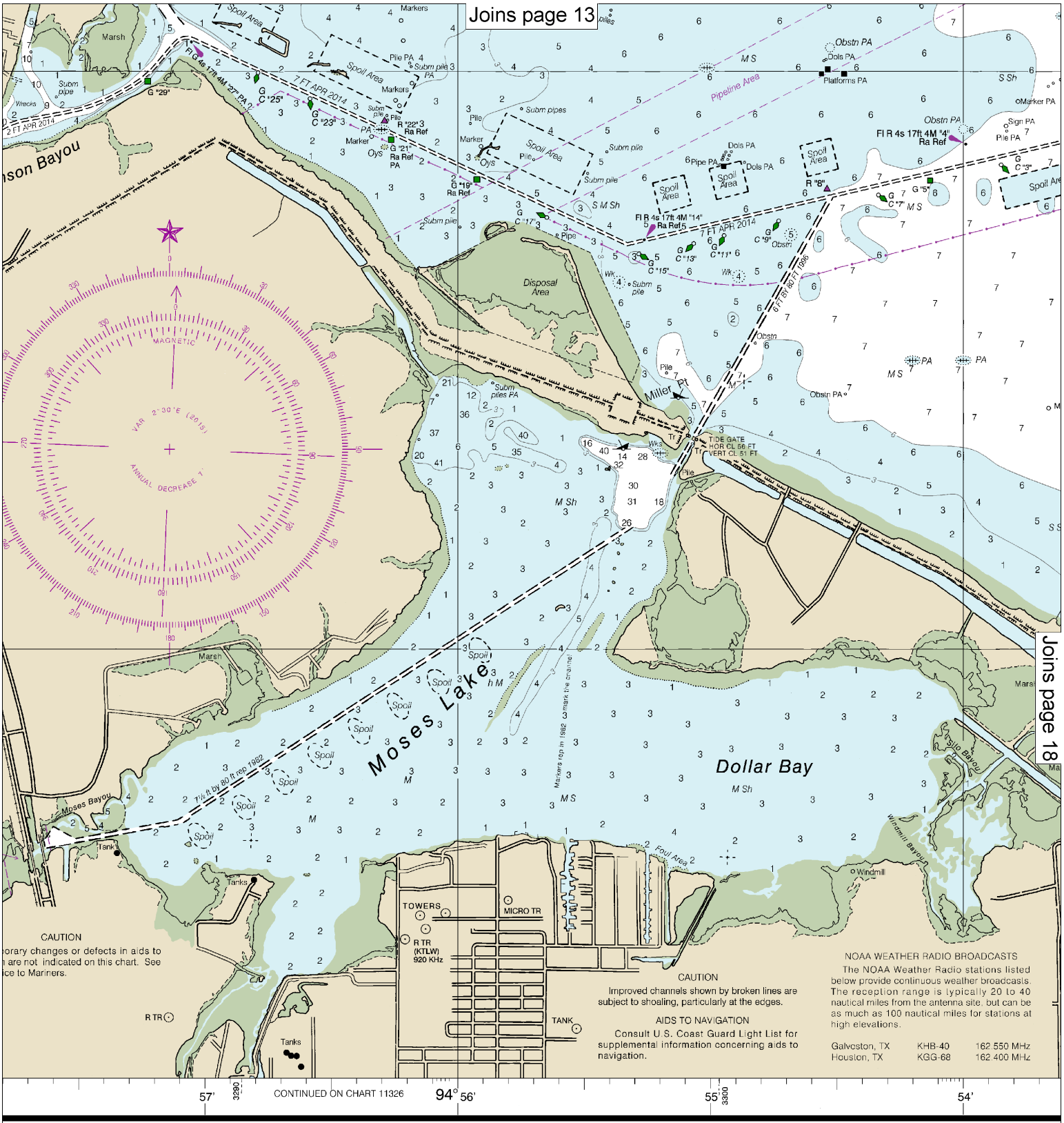
37th Ed., Jun 2015
11327

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/22/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.
Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000



NGS IN FEET

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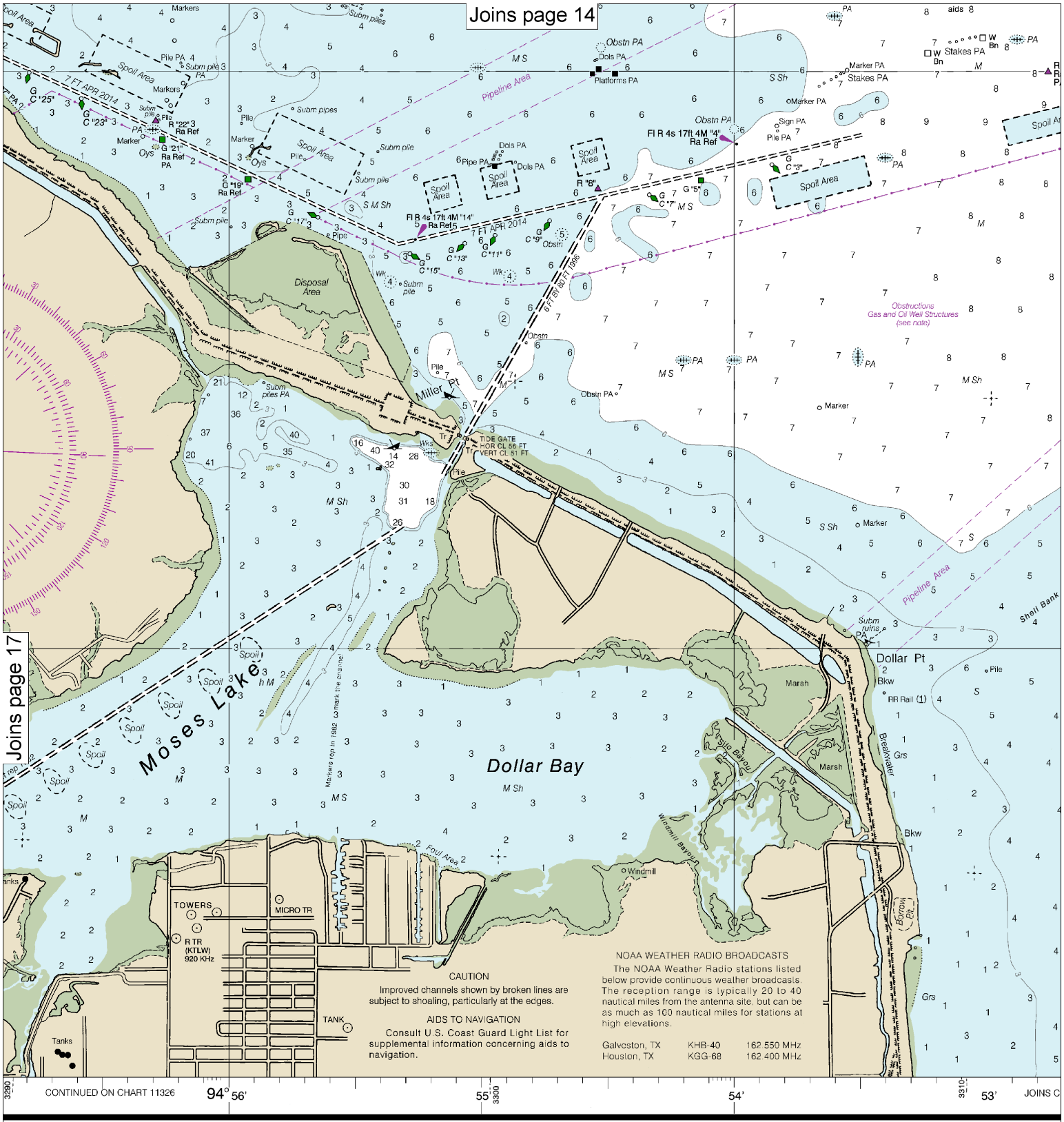
COAST SURVEY



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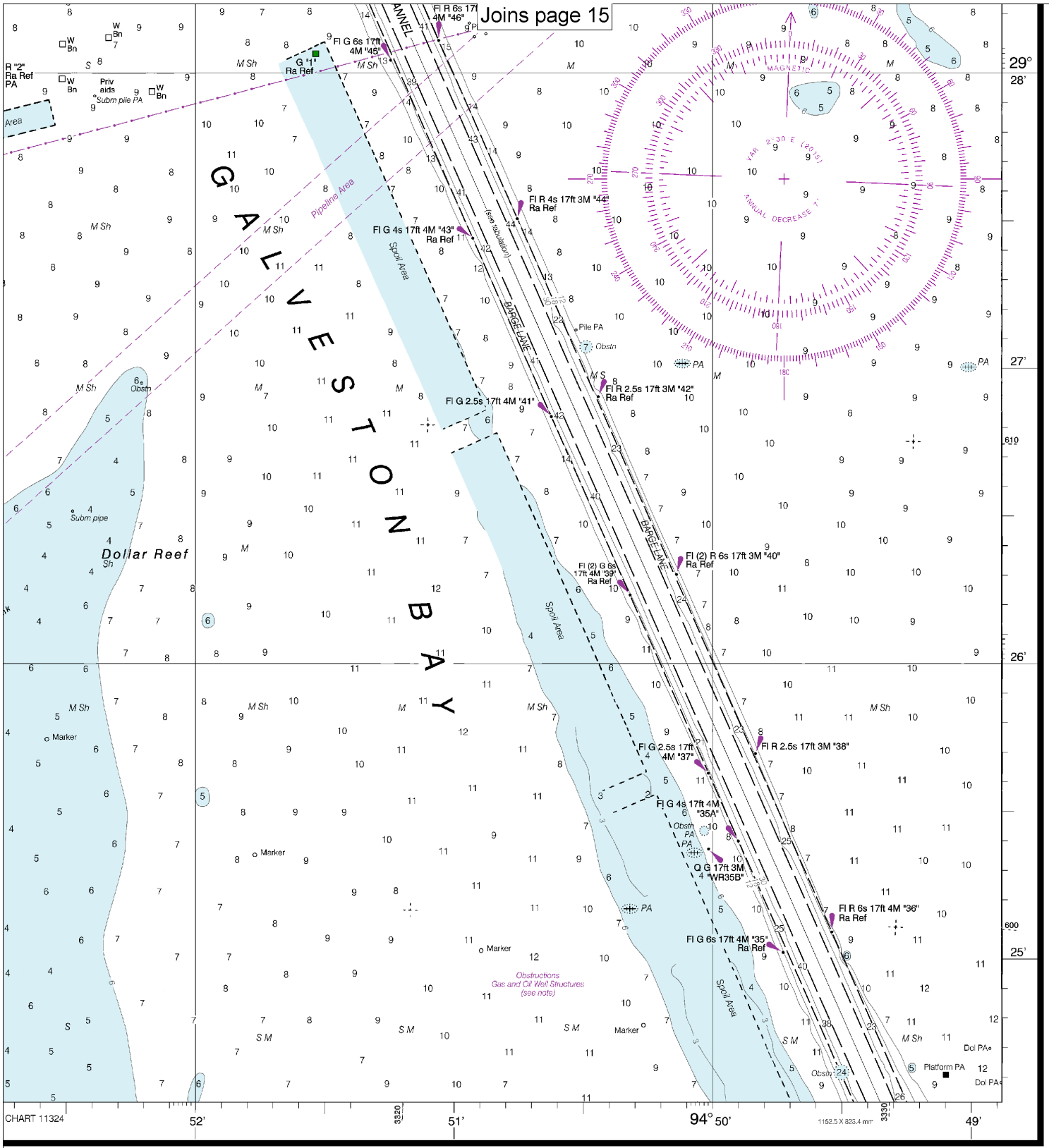
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Upper Galveston Bay

SOUNDINGS IN FEET - SCALE 1:25,000

11327

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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